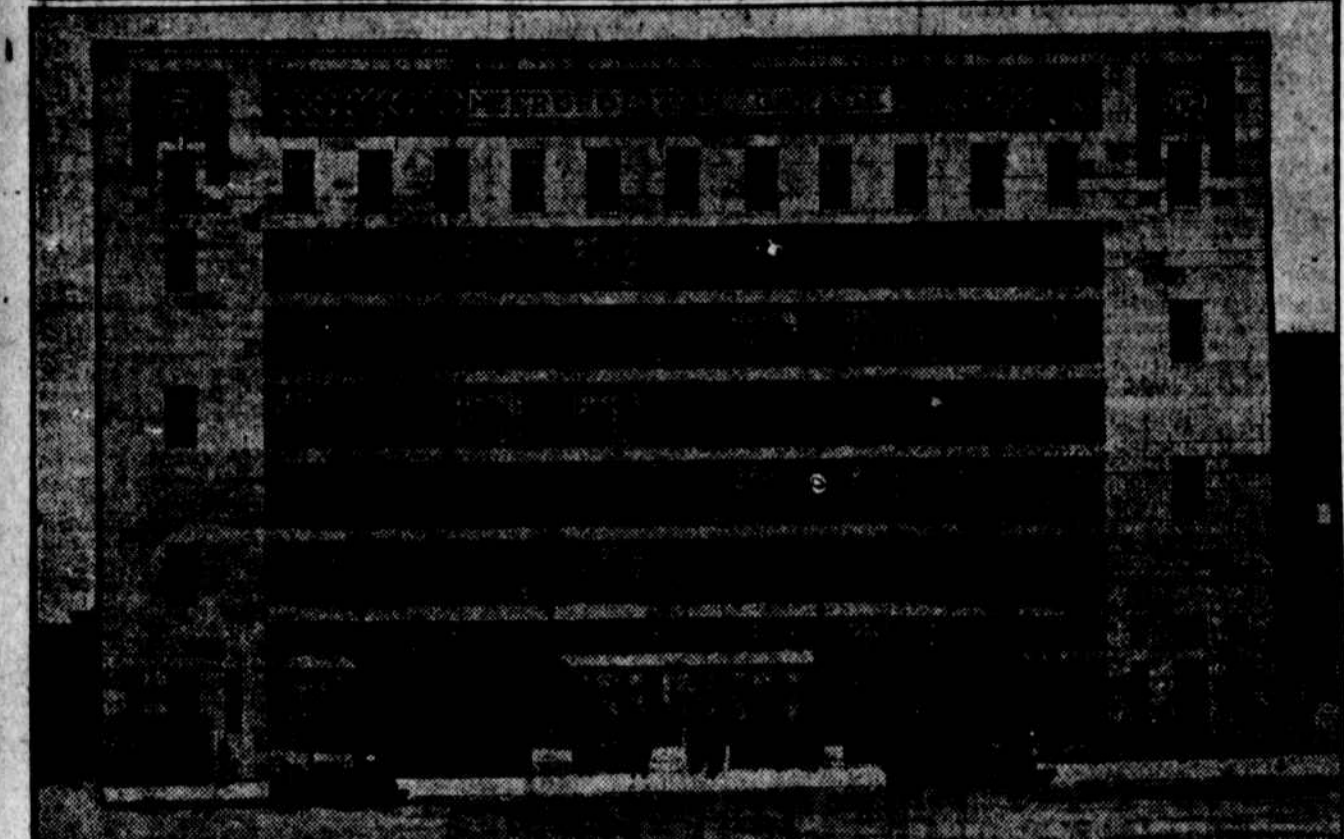


**THE METROPOLITAN GARAGE**—A large modern fire-proof garage which will be built on L street between Thirteenth and Fourteenth streets nearly opposite the Dewey Hotel. The greater part of the stock in this establishment has been subscribed for by Washington business men—the stock available is being handled by Donald G. Fisher, of the Vermont garage. When completed the Metropolitan garage will be one of the largest and most complete in the United States.



## FIRST AUTO RACE HELD IN CHICAGO

Machine Which Won Was a Duryea and Boasted Pneumatic Tires.

The first automobile race held in the United States took place at Chicago on November 28, 1895, and was won by the Duryea motor wagon. It is worthy of record that the winning car was equipped with pneumatic tires—not bicycle tires of wire wheels, but specially constructed automobile tires on wooden wheels. The tires were made by the Hartford Rubber Works Company which is now one of the tire factories of the United States Rubber Company. A letter written by the Duryea Motor Wagon Company to the Hartford com-

cern under date of December 23, 1895, gives interesting facts regarding the tires' performance as well as some picturesque details concerning the curiosity which the pneumatics evoked. The letter follows:  
"We put a set of your two-inch, single-tube tires on our motor wagon last March. They showed no signs of deterioration up to the time we shipped the wagon to Chicago November last. Then several bad scars were made in the car. Some one took a knife and drove it through the tire to see if it was solid or not. The cut was bored out with a hot poker, a plug put in, with a couple of table-spoonsful of cement, the tire blown up and inside of ten minutes from the time we began on it the job was done. We ran the carriage up on the testing machine, tested until midnight, and then ran the fifty-mile race next day through the snow, winning first prize."  
"The tires have not had to be pumped up since. Barring the rough usage in shipping, the tires are as good as ever. Our hard tests have given some of us pointers on the question of pneumatic or solid tires, but that is an

old subject with us and we are now contented to say that pneumatic tires suit us.  
"We are now putting a set of your tires on our model for 1896, but have increased the size to 2 1/4 inches."

**Important Highways.**  
Among the nationally important highways in this country there are: The Meridian, Pershing, Jefferson, Roosevelt, Washington, Jackson, Boone Lexington, Grant, Pike, Lincoln, Lee, Mark Twain, the old Spanish Trail the Yellowstone Trail, and the Lewis and Clark Highway.

**Autos Change Dictionary.**  
Because of the automobile, the words "hack," "taxi," "dray" or "family carryall," "chaise," "oxcart," "stage coach," "buggy," "buggy," "surrey," "velocipede" and "omnibus" are gradually going into the discard.

The 45-horsepower limousine used by General Pershing, when commanding the American Expeditionary Forces, was recently advertised for sale in France.

**ROAD MAP** showing the twenty-mile run over very good roads between Washington and Fairfax, Va. There are subjects of historic interest in and around Fairfax and the trip is well worth taking.



## AUTO MAKERS FILE BRIEF ON TARIFF

Congress Told British and French Discriminate Against American Cars.

Following its recommendation to Congress that tariffs on motor cars and trucks coming into this country should be reduced from 45 per cent to 30 per cent, the foreign trade committee of the National Automobile Chamber of Commerce has submitted a brief to the House Ways and Means Committee.  
The brief states the principles of the American tariff policy, cites discriminations against us by the British Empire and France, and suggests the remedy of reciprocity.  
"The National Automobile Chamber of Commerce, representing the passenger and motor truck manufacturers of the United States, holds to the policy that our general tariff should prevent discrimination by foreign nations against American export trade," says J. Walter Drake, chairman of the National Automobile Chamber of Commerce foreign trade committee.  
"It should provide for additional duties, determined by law or as deemed expedient, which may be imposed on products imported into the United States from countries discriminating against American trade."  
"To administer this policy, the President of the United States should have power to ascertain what countries discriminate against American trade and to take measures in accordance with this provision to protect United States interests."  
**COUNTRIES WHICH DISCRIMINATE.**  
Among the discriminations against American cars by foreign countries are the following:  
Canada—Gives the British the preferential rate of 2 1/2 per cent on motor vehicles originating in the United Kingdom; also favors, by means of an intermediate rate of 30 per cent the automobile products from France and Belgium, over those from the United States which are dutiable at the highest rate of 35 per cent.  
Australia—Provides schedules similar to Canada.  
Other British possessions—By means of a treaty recently ratified by Canada and the British colonies of Trinidad, and Tobago, British Guiana, Grenada, Barbados, St. Lucia, St. Vincent, Antigua, St. Kitts-Nevis, Dominica, and Montserrat, Canadian automobile products, when imported into these colonies, pay less by one-fifth of the duty applied to American motor vehicles.  
Great Britain, having inaugurated a colonial preferential tariff policy, permits importation of Canadian motor vehicles upon payment of only one-third of the general duty.  
France—Great Britain, Belgium, Italy—Taxes on basis of horsepower disregarding actual value, which dis-

criminations against low-priced American cars which, because of its high efficiency engine, becomes taxed on par with the expensive French and British automobiles.  
Spain, Greece, Sweden and Norway accord to the United States many advantages of the most favored nation. They, too, however, contemplating to terminate all treaties with such a provision. The future arrangements will undoubtedly be less favorable unless means are provided to assure equality of treatment for American products.  
"I hear you had a puncture this morning."  
"Yes, I ran over a milk bottle."  
"Didn't you see it in time?"  
"No, the kid had it under his coat."  
—Awgwan (Nebraska University).

## Tire Humor

**INFLATED IDEA.**  
"Here, waiters. This doughnut has a tack in it."  
"Well, I declare! I'll bet the ambitious little thing thinks it is a sliver tire."  
—Youngstown Telegram.  
**NOT A CLINCHER.**  
Gertie Goldigger—"You treat me just like your auto."  
Reggie Roadster—"What do you mean, dearie?"  
Gertie Goldigger—"You tire me so much."  
—Rutgers.  
**TUNE BAD.**  
"We had nothing but trouble all the way; four punctures and two blow-outs."  
"Quite a tiresome journey."  
—Cornell Widow.  
Speaking of blow-outs—it's difficult to say which is the more to be avoided—an automobile tire or a church social.—It Magazine.  
**AT THE PUMP.**  
"Had a puncture?"  
"No, I'm just changing the air in the tires. The old air's worn out."  
—American Tribune (Dubuque, Iowa).  
"Look, mother," wailed Ned, pointing to a hole in the stocking. "I've had a blow-out!"  
—Motor Life.  
"Oscar has gone in for social affairs since getting his auto."  
"Is that so?"  
"Yes, he had two blow-outs last week.—New York Evening World.—"Topics of the Day" Films.



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I am like the Chinese doctor who makes his living in preventing rather than in curing illness. You can apply the same principle to the mechanical structure of a car as to the human structure.  
But whether it be in the prevention of illness or in the prevention of car trouble, I can do the job and do it at the RIGHT PRICE.  
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1919—Again won Los Angeles-Yosemite run with average of 21.4 miles per gallon of fuel.  
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1920—(Unofficial). Averaged 20.1 miles per gallon of fuel in Nashville-New York Economy Run.  
1920—(Unofficial). Covered 367.5 miles in 9 hours and 3 minutes, averaging over 40 miles per hour from St. Louis to Chicago.  
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**RIDE IN THIS WONDERFUL CAR BEFORE PLACING YOUR ORDER**  
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**SPEED CONTESTS PROVE BEST TEST FOR AUTOS**  
There is a tendency in many quarters to belittle the value of motor car racing and to consider it as a mere sporting event of rather limited appeal. Racing is more than a sport. It is, so to speak, a laboratory, in which the virtues and failings of motor vehicles are tested in the crucible of high speed, says an editorial in Motor for May. It is impossible to exaggerate the lessons that engineers have learned on the racing track. To cite a single instance, racing alone showed the real possibilities of the small cylinder capacity motor. When our contest board a few years ago limited track competition to 182-cubic-inch engines, it staged an object lesson in small-motor possibilities that is being reflected in present tendencies in design. The lessons taught by the small-cylinder capacity racing engine are being used now in working out the engine of smaller fuel consumption, which economists assure us is essential for the future development of the motor vehicle. Racing is more than a sport, it might be called the microscope of speed, by looking through which the engineer is able to detect weaknesses and remedy them before production.

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